

To-day's
Advertisements.HAMBURG-AMERICA LINE.
(EAST ASIATIC SERVICE)FOR SHANGHAI, YOKOHAMA AND
HIOGO.
THE Company's Steamship"ADRIA,"
Captain Reuter, will be despatched for the above
Ports TO-MORROW, the 4th instant, at 5 P.M.
For Freight, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 3rd May, 1938. [596]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW AMOY AND TAMSUI.
THE Company's Steamship"HAILONG,"
Captain Robson, will be despatched for the
above Ports on THURSDAY, the 5th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 3rd May, 1938. [594]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
Ports, and taking through cargo to
ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched for the
above Ports on TUESDAY, the 10th instant,
at No. 2.This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
COMPANY and vice versa.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd May, 1938. [593]

HAMBURG-AMERICA LINE.
(EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP AND
SINGAPORE.

THE Steamship

"ADRIA,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.Optional Cargo will be delivered to consignees
on the contrary be taken immediately.No Fire Insurance has been effected, and all
Goods remaining in the Godowns after TUES-
DAY, the 10th instant will be subject to rent.The steamer having arrived under general
average, an average bond will be signed at
HAMBURG.Bills of Lading will be countersigned by
CARLOWITZ & Co.,
Agents.

Hongkong, 3rd May, 1938. [595]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special notes to HOTELS, CLUBS, RESTAURANTS and
other Large Consumers.Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1937. [530]

CHOS. J. GAUPP & CO.,
JEWELLERS, WATCH, AND CLOCK,
SILVER, SMITHS, AND OPTICIANS,
CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Lewis' Automatic Watches
awarded the highest Prizes at every Exhibition
and for Veilander and Sohn'sCELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES
Nos. 54 & 56, Queen's Road Central. [40]

DENTISTRY.

DR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.No. 8, Queen's Road Central.
Hongkong, 9th February, 1938. [52]SIEN TING,
SURGEON DENTIST,
No. 10, D'ARVILLE STREET.TERMS VERY MODERATE.
Consultation free

Hongkong, 27th September, 1937. [49]

NOW READY.

A PAMPHLET containing the Series of
Articles by the Telegraph's Special
Correspondent entitled"HINDRANCES TO THE DEVELOPMENT
OF TRADE IN KWANTUNG
AND KWANGSI."The new TRAINING PASS RULES, providing for
the sale of goods on route to inland markets.PRICE 50 CENTS PER COPY.
"HONGKONG TELEGRAPH"
OFFICE.No. 6, Pedder's Hill,
Hongkong, 18th March, 1938.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London
House, bought direct at first hand, imported in
wood and bottled by ourselves, thus saving all
intermediate profits, and enabling us to supply
the best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
Dispensary before being sent out.SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintage. All are
true Xeres Wines.CLARET.—Our Claret, including the lowest
prices, are guaranteed to be the genuine
product of the juice of the grape and are
not artificially made from raisins and
currants, as is generally the case with Cheap
Wines.BRANDY.—All our Brandy is guaranteed to
be pure Cognac, the difference in price
being merely a question of age and vintage.WHISKY.—All our Whisky is of excellent
quality and of greater age than most brand,
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our Wines and Spirits to
be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., L.D.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1937. [7]

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 3, 1938.

THE SHIPPING CONFERENCE.

[Continued]

What is wanted is, of course, not that
the British shipowners in the Conference
should put up their rates to and from
Continental ports so as to be as high as the
rates for British ports and higher than the
rates quoted for foreign ports by foreign
shipowners; but that, if the foreigners will
not raise their rates to the level of those
charged to and from British ports, then the
rates to and from British ports should be
reduced, so as to simultaneously give British
trade simple fairplay and give the foreigners a
dose of their own medicine. We are inclined
to think British shipowners should do this
voluntarily, in their own interests; but they
ought to know best what they can do and
what they cannot, so for the sake of getting
the discussion forward to a tangible conclusion
we will grant that they cannot. Their contention
is that, if British shipping ports as a whole
could be matched against Continental shipping
ports as a whole, in a rate-cutting contest,
the British could not win. We think they
could, but we cannot compel them to do it
if they do not choose; they have an easier
policy, which pays them well, and their
posterity and the British nation may starve.
Very well, let us not complain if corporations
are soulless; let us take things as they are,
and make the best of them. Let us make it
immediately worth while to undercut foreign
ports. Let us make it more advantageous in
the present day for the P. & O. and other
companies to charge cheaper freights to and from
London than the N. D. L. to and from Bremen.
Let us come to some arrangement whereby
the Blue Funnel steamers can carry cargo
between Liverpool and Hongkong cheaper
than between Antwerp and Hongkong, and
still not have to wait until the next
generation for their reward. That is what
the British nation has to do; and no doubt
the shipowners will respond.At the annual meeting of the Associated
Chambers of Commerce an important
discussion was initiated by the Blackburn
Chamber in reference to the grievances of
British exporters, and particularly
Lancashire manufacturers, against ship-
owners with regard to preferential rates.

Mr. HIBBERT moved:—

That the executive council be instructed to
call the attention of the Board of Trade to the
existence of preferential rates in the shipping
trade, which are given to our foreign competitors,
to the great detriment of British commerce, and
which interfere most prejudicially with our trade
generally in the East and Far East.That this meeting is of opinion that no sub-
sidy should continue to be given by any Govern-
ment authority to any shipping company which
confers on foreign sea-borne traffic advantages
not enjoyed by British traders.That the Board of Trade be requested to take
steps to verify the existence of preferential rates,
and, if proved, to initiate such legislation as may
be considered necessary to deal with the matter.Mr. HIBBERT, in the course of his re-
marks, confined himself to the freights
which were charged on cotton goods
shipped to the Far East, particularly toChina, in which market, as that Association
knew, the Blackburn Chamber of
Commerce had a greater interest than any
chamber in the world. His remarks were
strongly in corroboration of what the
Hongkong Telegraph has always said.
Blackburn, at all events, could not be
accused of lack of enterprise in its
endeavour to discover the needs of its
Celestial customers, and in the report of
its Commercial Mission, which had just
been completed, information of incalcul-
able value would be placed in the hands
of those who cared to take advantage
of it. He contended that the large
subsidy which was received by one of
the lines belonging to the Conference—
a subsidy to which they in Lancashire
paid through their taxation a very con-
siderable amount—ought to protect them
against such unfair and unpatriotic treat-
ment, and they desired through the medium
of that Association to call the attention not
only of the Government but also of the people
to a state of things which was preventing
that expansion of our trade in China which
they had a right to expect, and was also
doing incalculable damage to British trade
in all parts of the Empire. He omitted
to add (what the Hongkong Telegraph wishes
to make clear) that the subsidy, under the
present contract, carries no obligation of
the kind required; the shipowners cannot
be expected to do what does not pay them,
and the contract would have to be made
remunerative. If a steamer is simply paid
to carry mails, or to undergo Admiralty
survey for war service, that is no reason
to claim anything in regard to freights.Mr. WATTS, who seconded the resolution,
said they had heard a good deal in the
discussions of the way in which foreigners
were protecting themselves against British
competition, not only in their own but even
in British markets, and it had been argued
that the foreigners were quite justified in
doing the best for themselves; but here
they had the case of Britishers actually
protecting foreigners in the British market.
So long as the Government subsidised
these shipping companies, so long would
they be enabled to keep their rates in
favour of foreigners. Here the speaker
fell into the popular error of forgetting
that the subsidies are paid for specific
services and nothing else. What
had been said with regard to the
cotton trade applied equally to almost
every other trade. Take the case
of rails and iron goods. Such goods
were shipped at Antwerp, and the
steamers then came to London for English
goods, and they actually carried the
Antwerp goods to India, China, and the
Cape, at less rates than they carried the
English goods to the same ports. That
was a state of affairs that required their
attention; at any rate, no assistance
should be given by the Government
in the shape of subsidies to the shipowners
under such conditions as to maintain an
unfair rivalry on the part of foreigners.After some discussion Mr. HIBBERT re-
plied, and, in the course of his remarks,
said that what he maintained was that
the shipowners had no right to make
Lancashire pay higher rates to enable
them to carry foreigners' goods at lower
rates. On the other hand, if the ship-
owners could afford to carry American
goods from New York to China, via Liver-
pool, for 27s. 6d. per ton, why should they
charge the Lancashire manufacturer 40s? Here
again Mr. HIBBERT did not quite
follow the line we should prefer. He
speaks of rights; our view is that any
commercial corporation has a right to
make money as it can, so long as it keeps
the laws. Shipowners have a right to
charge what rates they can get, according
to the indefeasible law that any article or
service is worth what it will fetch. At any
rate, it is certain that the shipowners will
continue to do as they have done, unless
they are offered some tangible inducement
to alter their methods. Let the Govern-
ment give a premium to all steamers which
will take cargo between British ports and
the Far East (both ways) at such rates
that Antwerp, Rotterdam, Hamburg, Bre-
men, &c., shall be more expensive routes
even for Continental trade. There was a
time when it was cheaper for German
merchants to buy tea, rice, and silk in
London than to import direct from the
East to Germany. Subsidise British
lines which will make it so once more.
There was a time when it was cheaper
for American cotton growers to send
their raw material to Lancashire and
have it brought back to them manufac-
tured, than to manufacture it themselves.
It would pay Great Britain to make it so
again. It is no violation of free trade;
it is no coddling of trade, nor wet-nursing
of enterprise. It is a plain business invest-
ment, every bit as much as grants-in-aid
for elementary schools or volunteer corps.
The nation pays steamship subsidies for
postal services, and for the defence of the
Empire in case of war; equally should it
pay for the defence of the empire's trade
in time of peace.

REUTERS' MESSAGES.

THE UNITED STATES.

LONDON, May 3rd.

The House of Representatives has passed a
bill for creating a war revenue including the
increased tonnage dues.The British, German and French representa-
tives are protesting against the increase of the
tonnage dues and threaten to transfer their trade
to Canadian and Mexican ports.

THE SPANISH-AMERICAN WAR.

The Americans fear that Key West will be
the first port the Spaniards will attack.A flying squadron has been despatched to
meet the Spanish squadron which recently left
St. Vincent.Simultaneously with the recent bombardment
of Matanzas the insurgents advanced upon the
town, but were repulsed with twenty killed.
This indicates to the Americans that the insur-
gents are co-operating.THE
SPANISH-AMERICAN
WAR.

BOMBARDMENT OF CORREGIDOR.

CAPTURE OF MANILA.

GREAT AMERICAN VICTORY.

It is now beyond doubt, from several
private telegrams received in Hongkong,
that the Spaniards in Manila yesterday
wired to Madrid announcing that all was
lost; their ships and forts silenced, city
helpless, falling into the hands of the
Americans, and immediately afterwards
cut the cable, so that the victorious
Americans could not wire details of their
success.The telegram which was said to have
been received yesterday by the Spanish
Admiral's children, announcing the bom-
bardment of Corregidor, had more truth
in it than we thought. We disbelieved it
partly because such a message would
usually be stopped by the Spaniards, and
partly because the Admiral has no children
in Hongkong, as far as we can ascertain.
We find, however, that there was such a
telegram received in Hongkong by the
children of Captain Concha, of the cruiser
Don Juan de Austria. News telegrams
have hitherto been rigorously suppressed,
but this apparently got through on ac-
count of being a private message of an
officer. It stated that the Americans had
begun to bombard Corregidor, the island
at the entrance to Manila Bay. From the
fact that there is no mention of any bat-
teries on the mainland supporting the
island forts, it is assumed that previous
reports were correct in assigning the
northern shore (Mariveles) a few guns of
no great value and with little ammunition,
and the south shore no defence at all.The southern channel is six miles wide,
and dotted with rocks and shoals which
make navigators usually take the narrower
and deeper channel north of Corregidor,
only two miles wide. It was known that
the wide entrance had not been mined,
while the Spaniards claimed to have filled
the other channel with torpedoes and sub-
marine mines. If the American squadron
had been attempting the northern entrance,
probably the telegram would have men-
tioned bombardment of Mariveles as well
as Corregidor.Since the telegram in question was from
the Captain of the cruiser Don Juan de
Austria, presumably the Spanish squadron
was inside Manila Bay. This is a
rather large presumption, for several
other explanations are possible; Cap-
tain Concha might send the message
overland from a distant port, or his ship
might be at sea without him, or the squad-
ron might be at sea without the *Austria*,
or the telegram might have been sent by
anybody in his name. But it seems most
probable that he and his ship and the fleet
were all together inside the Bay, and pre-
sumably then going to the aid of the Cor-
regidor forts. That was yesterday morning.
Our own ideas that the American squadron
was then steaming into Manila Bay by
the southern entrance, having previously
done what could be done to feel the way,
reconnoitring at night with steam pinnaces
and launches from the large cruisers, look-
ing for booms or other obstructions which
the defenders might have put in the chan-
nel. Having completed preparations, and
ascertained as much as possible about the
movements of the rebels in the hill-country
behind the Bay of Manila, Commodore
Dewey must have steamed into the Bay,
exchanging shots with Corregidor as he
passed, but probably not waiting long.
The forts could not stop him; if there were
mines, the Americans could explode them
in advance by a half of shot into the mine-
field, and then there would be nothing but
the feeble resistance of the poor Spanish
squadron to help Manila itself.The cutting of the cable last night was
practically a certain sign of Spanish re-
verses. Commodore Dewey would never
have injured the cable; that is well known.
The rebels could not interrupt the line, for
it is wholly submarine, all the way to
Manila, since the Bolinao station was en-
tirely abolished a few weeks ago. There-
fore the cutting of the cable (barring ac-
cident) must have been done by the Span-
iards. Such an accident, at such a juncture,
is not impossible, but there is much more
probability in the supposition that the
Spaniards cut the line. Then why should
they cut it? It seemed to us, on hearing
the news late last night, that there could
be no other explanation than total defeat
of the Spanish forces. It would not ben-
efit them greatly to cut the cable; but it
would be their last expiring kick at the
hated invaders, and would at any rate
inconvenience them and deprive them of
the satisfaction of reconquering their own
brave deeds promptly.Up to this point it was all guesswork—
some of it sound and practically certain
deduction, some of it problematical in the
extreme. Now this morning, several pri-
vate telegrams have reached Hongkongalmost simultaneously from Europe, an-
nouncing that a complete defeat of the
Spaniards at Manila is notified in Madrid.
This ends all doubt. The news must have
been the very last thing sent over the wire
from Manila before communication was
interrupted, and therefore it must have
been immediately followed by American
occupation of the city. If the cutting of
the cable was not simply a last vengeful
act of the Spaniards, it may be that
at the last moment the city was given
up to riot and plunder and the tele-
graph office destroyed, burnt in bom-
bardment or looted by rebels or mad-
dened Spanish soldiery. Whatever be
the real explanation, the cutting of the
cable means some kind of disorder and
violence in Manila.There are urgent telegrams from sev-
eral quarters in England and America, all
to this effect—"We have Madrid report
of Spanish defeat at Manila, send us the
other version." But there is nothing to
send; the Madrid report must have
passed through Hongkong, for (as far
as we know) there is no other cable
from Manila to the outside
world; but it is a remarkable instance
of the trustworthiness of the Eastern
Extension Telegraph Company, that not a
word of the message leaked out in
Hongkong, and we at the nearest
telegraph station to Manila know less
than the remotest inhabitants of Europe
and America. Until some ship comes
from the Philippines, there will be nothing
but the Spanish version of the fight.

LOCAL AND GENERAL.

A CELESTIAL was to-day fined \$10 for neglecting
to report a case of plague.FOR making fast to the steamer *Cathartes*
Aphar while under way, two boatmen were to-
day fined \$50 each.AN enquiry was held at the Harbour Office
to-day into the stranding of the *Stikam*. Evidence
was given and the enquiry was adjourned till
10.30 a.m. to-morrow.THE *Powen-Kwong* collision case was re-
sumed at the Supreme Court to-day. The Chief
Justice of the *Powen* gave evidence of the re-
versing of the engines after the collision occurred.Mr. Pollock then summed up on behalf of the
defendants and the case was adjourned till 10.30
a.m. to-morrow.THE *Pelto*, says the *N. C. Daily News*, is re-
ported to be worse than ever. No lighter draw-
ing more than 6 feet 6 inches can get up to the
Tientsin Bund, and there is very little water at
low tide alongside the wharves at Tientsin, while
the channel is very narrow. There is plenty of
water on the bar, but the mouth of the *Pelto* is
sitting up so fast that it is possible at low tide to
walk out on the south bank and talk to the
people on the lights. The railway has re-
duced its tariff for cargo, and is competing
seriously with the Taku Tug and Lighter Co.A FIRE broke out at Sakamoto-cho, Sancho-
me, Shitaya-Ku, Tokio, on the 20th ult., which
destroyed 425 houses besides partially destroying
24 others. Some burning embers were carried
by the wind to Nippori where they caused an-
other outbreak and the loss of 30 houses. One
old man of 80 years of age was burnt to death,
while another man was badly wounded by a
sign-board dropping on him. The scene of the
fire is near Ueno Park, and as the neighbour-
hood was crowded with sightseers, the cherry
trees being in full bloom, there was immense
confusion for some time.THE London correspondent of the *Birmingham*
Gazette has the following: "A remarkable
story is being told privately to the effect that a
Russian spy had been discovered in Lord Sal-
isbury's household at Hatfield. Of its truth I am
unable to afford any guarantee, seeing that such
an incident would be concealed with scrupulous
care for reasons that are obvious. The story
goes that at a dinner party at Hatfield one
of the guests was puzzled by the identity
of the face of one of the servants. By and by
he remembered where he had last seen that face,
and the fact being made known, it became a
matter of moral certainty that the owner of the
face was a Russian spy, disguised as a footman.
There is nothing inherently im-
probable in the story. It is well known that
domestic espionage is one of the methods em-
ployed by the daring and unscrupulous Russian
Secret Service. It maintains a large staff of
secret agents in every capital, and little that is
discoverable by daring ingenuity is not made
known to the Russian Government."THE statement is made that a private concession
of presumably very great value has been made
by the Chinese Government to British capitalists.
The concession in question is stated to be for an
extensive area—as large as 10,000 square miles.
It is said—in the province of Szechuan, to a British
syndicate. No particulars are forthcoming, but
perhaps the party of mining experts which left
Waterloo on 30th March by the Southampton
express for China, via New York and
Vancouver, under the leadership of Mr. W.
Pritchard Morgan, M.P., has something to do
with it. This party is the outcome of negotia-
tions entered into with Li Hong-chang, Mr.
Morgan accompanied the Chinese Plenipotentiary
across to New York when leaving England, and
obtained commissions to induce English
capitalists to interest themselves in developing
the mineral resources of China. Shortly after-
wards Mr. Morgan went out to China, and the
result of his visit was said to be that he obtained
some valuable concessions, though particulars
were never vouchsafed.—*L. & C. Biffin*.Mr. N. J. Edie's yacht *Zephyr* was put up at
auction yesterday by Messrs. Hughes & Hough
and was sold to a Chinese gentleman for \$2,500.
The bidding started at \$1,000.H.M.S. *Rapid* was sighted off Plymouth, at
eight a.m. on March 30th and subsequently
anchored in the Sound. The news was received
with a feeling of intense relief in many quarters.
The cruiser, which had come from the Australia
station to pay off, had several days overdue from
Gibraltar, and having regard to the terrific gales
that raged in March week, fears had been enter-
tained about her safety. Sanguine hopes have
been justified. The *Rapid* left Gibraltar the
week before; owing to the gales she was obliged
to leave for three days off Falmouth. She
has taken four months to accomplish the voyage
from the Australian station.The men of science have been teaching us to
believe that the day is not far distant when the
reporter—in his professional capacity—will be
killed by the phonograph. In the interests of
pure science an Indian paper tuned on a
phonograph to "take down" a speech at a
meeting, and this was the result—"Mr.
Chairman—hem—hides, and gentlemen—We
are met—hem—on—this—hem—auspicious oc-
casion—speak up—"old yer 'ead up"—on this
auspicious occasion—"out with it—to—to—to—
let 'em 'ave it—"go it, old brass lings"—to
—really, in face of such interruption, I can-
not go on—"go on—"d'n't apologise—on this
auspicious occasion, to—er, 'Sit down—"dry up"
—and so on.The Spaniards mean to get a navy together by
some means or other judging by late events in
Madrid. At the Opera House there on March 3rd
a mammoth performance was held to raise funds
for the purchase of a war vessel. It is stated
that fabulous prices were paid for seats. The
Queen Regent paid 2,000l. for her box; the
Bank of Spain 20,000l.; the Countess Barnes,
4,000l.; the Larios Bank, 5,000l.; the Tobacco
Company, 4,000l.; and the Marquis Torrelegana,
12,000l. Large prizes were also paid by other
distinguished personages, while clubs and reg-
iments, civil and military corporations, doctors,
and all classes of society handsomely contributed
towards the 140,000l. which have already been
collected towards the object in view.

THE PLAGUE IN HONGKONG.

A HOSPITAL NURSE ATTACKED.

Despite the stories about the decrease of
plague in Hongkong as officially stated, there
seems to be little diminution of the disease. Only
a few days ago a European policeman was
attacked and not long before a European boy
succumbed to the pest. Now we have, with
sorrow, to report that Sister Gertrude, one of
the nurses at the Government Civil Hospital, is
lying ill of the maledy and in much danger.
She was at Kowloon yesterday afternoon
and at about 6 p.m. she began to feel ill.
She soon developed unmistakable plague
symptoms and reached a rather dangerous
stage. We are happy to state, however, that
she was slightly better this afternoon.Another case is that of Mr. L. S. Crawford,
a son of Mr. D. R. Crawford (of Lane & Crawford).
The unfortunate young gentleman is only 20
years of age, and his condition, the doctor says,
is very bad.Sister Catherine, another nurse at the Govern-
ment Civil Hospital, is at present under observa-
tion, suffering from a severe febrile attack.During the 24 hours up to noon, and May,
21 new cases and 24 deaths from plague were re-
ported, making the total since 1st January (122
days) 733 cases and 646 deaths.

BRITISH NORTH BORNEO.

(From our own Correspondent.)

SANDAKAN, April 19th.

The most important item of information from
here at this moment is that a new line of
steamers is to be put on, running once a week
between Hongkong and two to Singapore together
with a small local feeder. Both freight and pas-
sage are too high at present and the reduction
will greatly stimulate business, especially the timber
trade which is largely export. With a low
rate of freight there should be great expansion
in trade, and considerable developments may be
expected. The main difficulty now in the
scarcity of labour, as much as 400 men are
being paid locally for men, and such advances
as these ought to be the means of attracting la-
bour from Labuan, Brunei and Bologas. This
scarcity of labour is attributable to several
causes, namely, prospectors for various purposes
are out in two or three directions, the timber
shippers compete against each other for every
available man, Indian rubber planting is being
begun, to sum up, the price of free wood for
export is up. There is never labour enough for
the Bikaner works (sawmills, etc.) which is a
preparation of mangrove bark for dyeing
purposes.If the new line of steamers are properly
advised they should put their local feeder under
the Dutch flag, as a big business is expected with
the Celebes gold-fields. Menado is an open port
but it is not near enough to the mines; the port
nearest the mines is closed to British ships and
so a boat under the Dutch flag could go to the
mines, obtain the ore and tranship it to San-
dakan to the home steamer.India rubber planting is in fact, evidently the
most item on our list. *Hevea* coffee—knocked out
Planting on a pretty fair scale is already in
progress in three directions and if successful
there will be a rush, little if anything in order to
the tobacco boom of nine years ago, with it, we
hope, more fortunate results.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	YOKOHAMA (DIRECT)	TUESDAY, 10th May, at 4 P.M.
IDZUMI MARU	KOBE and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GEMAN.	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 29th April, 1898.

Dr. KNORR'S ANTIPYRINE

patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used to Gonorrhea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, secures, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.



WATERING APPARATUS

Non-freezing and Ordinary Hydrants and Street Watering Apparatus.
Garden Watering Hoses and Apparatus.
Open-Mouthed, Copper, and Cast-Iron Lances and Valves.
E. QUESNIE, E.C.P.,
Engineer and Cook Mfr.,
(Successor of ACHILLE CADET)
27, Rue des Tullandiers, PARIS.
Hydrostatic and Marine Apparatus supplied to the Vichy Co. Vapour Bath (therapeutic system).
J. B. GARNIER & Co., Agents for N. OBERLIN & Co., Paris.

£100,000,000 UNCLAIMED!

DOUGLAS'S REGISTERED LIST, containing names of 29,000 Families advertised for, to claim property and money, value 17000. Price 1s. 6d. post free 2s. Every man and woman should buy this book, as instructions are given how to recover property, bank cheques, DOWRY & CO., 62, Strand, London, Eng. Est. 1842. A bonus may await you. While searched for.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAunceSTON AND MELBOURNE VIA MACAO.

THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched TOMORROW, the 4th instant, at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd May, 1898. [516]

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN.
THE Company's Steamship
"MEMNON,"
Captain Mogridge, will be despatched TOMORROW, the 4th instant, at 3 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1898. [586]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship
"JOHN ZOLLERN,"
Captain H. Mecker, will leave for the above Ports on or about THURSDAY, the 5th May.
For further Particulars apply to MELCHERS & Co., Agents.
Hongkong, 29th April, 1898. [571]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
THE Company's Steamship
"PREUSSEN,"
Captain Helms, due here with the outward German mail about the 4th May, will leave for the above place about 24 hours after arrival.
For further Particulars apply to MELCHERS & Co., Agents.
Hongkong, 29th April, 1898. [571]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APPEAR,"
Captain J. G. Ollivant, will be despatched for the above Ports on SATURDAY, the 7th instant, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.
Hongkong, 2nd May, 1898. [590]

HAMBURG AMERICA LINE.
(EAST ASIATIC SERVICE).
FOR LONDON, HAMBURG AND ANTWERP.
(Taking Cargo at through rate to AMSTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)
THE Company's Steamship
"ANDALUSIA,"
Captain Schrotter, will be despatched for the above Ports on or about the 7th May.
For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 26th April, 1898. [566]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"ANTENOR,"
Captain Jackson, will be despatched as above on THURSDAY, the 12th May.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th April, 1898. [578]

EAST ASIATIC COMPANY, LIMITED.
FOR HAVRE, ROTTERDAM AND COPENHAGEN.
THE Company's Steamship
"SAM,"
Captain C. Cold, will be despatched as above on or about the 14th May.
For Freight or Passage, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, 16th April, 1898. [541]

MOGULWARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ENERGIA,"
will be despatched as above on or about the 15th May.
S.S. "MACDUFF" about 25th May.
S.S. "AFRIDI" " 31st June.
S.S. "PATHAN" " 15th June.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 20th April, 1898. [353]

SAILING VESSELS.
FOR SAN FRANCISCO.
THE British Bark
"WEST YORK,"
W. L. Foster, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, 7th March, 1898. [363]

FOR SAN FRANCISCO.
THE 100 A.I. British Ship
"IMBERHORNE,"
Lever, Master, shortly expected here, will load for the above port and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 19th March, 1898. [414]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

V. toria | 3,167 | J. Truebridge | May 10
Olympia | 2,608 | T. H. Dobson | May 21
Arcton | 5,164 | J. Pantou, R.N.R. | June 14
Tacoma | 2,549 | A. Dixon | July 2

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Draconar | 3,601 | E. Porter | June 4
Mogul | 3,654 | W. H. Wilgert | June 18
Columbia | 2,605 | A. Gow | July 9
Braemar | 3,601 | E. Porter | Aug. 13

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table, DOCTOR and STWARDNESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 22nd April, 1898. [1]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)
THE Steamship
"COROMANDEL,"
Captain F. N. Tildard, R.N.R. carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 14th instant at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to A. M. MARSHALL, Acting Supt.
Hongkong, 2nd May, 1898. [5]

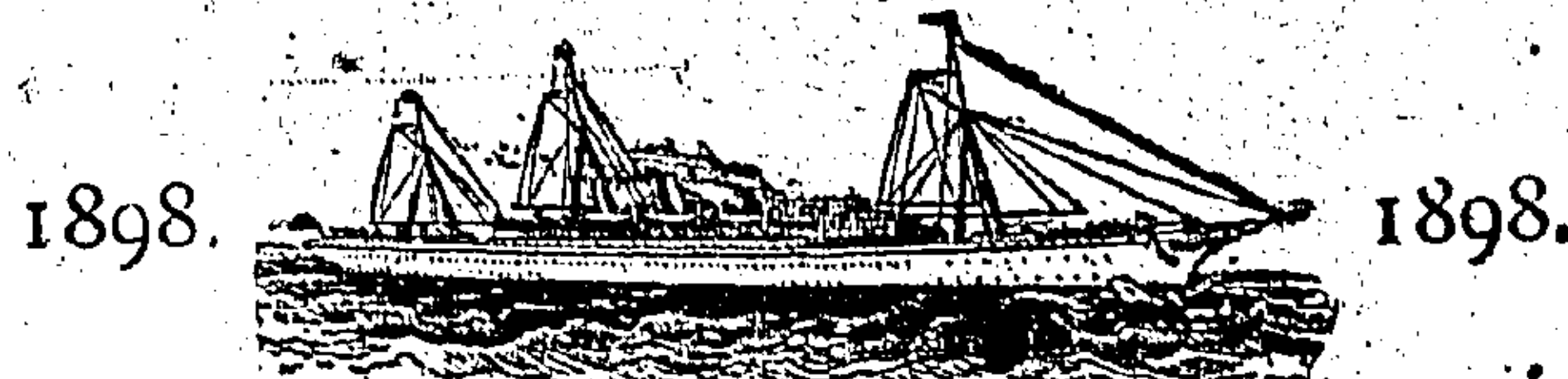
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Preussen | Wednesday | 25th May.
Sachsen | Wednesday | 22nd June.
Bayern | Wednesday | 20th June.
Prins Heinrich | Wednesday | 17th Aug.
Darmstadt | Wednesday | 14th Sept.
Preussen | Wednesday | 12th Oct.
Sachsen | Wednesday | 9th Nov.
Bayern | Wednesday | 7th Dec.
Prins Heinrich | Wednesday | 4th Jan. '99

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Helms, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Loose can be watched on board.
For further Particulars apply to MELCHERS & Co., Agents.
Hongkong, 27th April, 1898. [571]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th May, 1898.
EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R. WEDNESDAY, 8th June, 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
FINE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Parker's Street.
Hongkong, 28th April, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th May, at Noon.
Capita (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 28th May, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th June, at Noon.

THE Company's Steamship
"BELGIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 10th May, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, to re-embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 16th April, 1898. [5]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
SOLE AGENTS FOR HARTMAN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &c., &c.
Sole Agents for FERGUSON'S SPECIAL CREAM, and P. & O. SPECIAL LIQUEUR, SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
Hongkong, 14th May, 1898. [52]

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 10th May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th June, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 25th June, at Noon.

THE U.S. Mail Steamship
"PERU,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th May, at Noon, taking Steamer and Passengers and Freight for Japan, the United States, Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, PACIFIC UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1898. [1]

NOTICE TO AMERICAN CITIZENS.
AMERICAN CITIZENS residing in the CONSULAR DISTRICT OF CANTON, which includes SANSHUI, WUHOW, MACAO, SWATOW, HOIHOW, and PAKHOI, are REQUESTED to REGISTER at the Consulate either personally, or by certificate, setting forth the date and place of birth and last residence in the United States.
The advantages of registration are obvious and may prove of value in time of need.
There is no fee of charge for registration.
EDWARD BEDLOE,
U.S. Consul.
United States Consulate, CANTON, China, 101, February, 1898. [290]

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